

**TRANSIT SERVICES ADVISORY COMMITTEE**  
**Meeting Summary**  
**Thursday June 8, 2017**

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**PRESENT:** Mike Warner, Charlotte  
Walter Horstman, Matthews  
Terry Lansdell, Charlotte  
Daniel MacRae, Charlotte  
Chris Maloy, Charlotte  
Joshua Niday, Charlotte  
Kalan Pegg, Van Pool  
Lou Cosentine, Huntersville

**STAFF:** Pamela White, Duretta Weicken, Reggie Arrington, Joe Womer, Tina Votaw,  
Larry Kopf

*Meeting Time 4:00-5:30 PM*

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**I. Call to Order and Approval of the May Meeting Summary**

Chairman Michael Warner called the meeting to order at 4:00 p.m.,  
The May meeting summary was approved with one correction.

**II. Public Comment on Agenda Items:**

There was no one from the public at the meeting to give comment.

**III. Action Items: Bus Rail Integration**

**A. Proposed Route Changes**

Ms. White gave a brief update on the proposed changes in bus routes to improve connections as part of the Bus/Rail Integration plan when the LYNX Blue Line Extension begins service. In addition to connecting routes with rail stations, some routes will be adjusted for crosstown connections to better serve ridership. Fare adjustments are proposed for select bus routes to facilitate the transfer between bus and light rail.

Mr. Maloy asked if the North Meck Connectors changes were different from the previous presentation. Ms. White stated yes there were some slight adjustments.

Ms. White reminded the committee that CATS would not be running the UNCC service as they have chosen a different provider for that service.

Mr. Lansdell asked what are numbers for the loss of ridership was for the UNCC service. Mr. Kopf stated the ridership is about 250,000 a year CATS will no longer have but these people ride for free so CATS won't experience revenue loss as CATS was receiving reimbursement for the service but the loss of the reimbursement will be offset by the equipment we will not be using.

Ms. White asked TSAC to endorse route changes and approve the UNCC service cut.

Mr. Horstman wondered if CATS will adjust service once the BLE is up and running service like they did when the Blue line opened. Ms. White assured CATS will be looking to see if adjustments are needed and will do so after service starts.

Mr. Niday wondered which Walmart is serviced on Route 29. Mr. Kopf stated it is the Walmart near Sharon Amity.

The committee voted in favor to recommend the service changes as written to MTC.

## **B. Discontinuation of Gold Rush**

Ms. White also gave a brief overview on the proposed discontinuation of Gold Rush service in August 2017. Gold Rush ridership has decreased 23 percent this year, in part due to construction on Trade Street, which will worsen as CityLYNX Gold Line Phase 2 construction proceeds. Most Gold Rush survey respondents indicated that they used the shuttle to get from their parking area to jobs uptown. Income levels indicated that this is a service of convenience and does not serve a low-income population. Route 7 Beatties Ford and Route 1 Rozzelles Ferry also serve the area.

Mr. Horstman wondered if Gold Rush has issues with driving along that corridor, how buses will drive it. Ms. White explained that deleting Gold Rush service lessens the service in that corridor and gives opportunity to utilize the Rts. 7 & 1.

Mr. Cosentine asked how often the route 7 will run through that corridor. Ms. White stated the route 7 runs every ten minutes during peak time and every fifteen minutes during the day.

Mr. Maloy wanted clarification on the reason for discontinuing Gold Rush asking is it funding or construction. Mr. Kopf stated while CATS has lost some of the funding support and ridership has gone down 23% with an expectation of it dropping more but the discontinuation is mostly due to construction and then funding.

Mr. MacRae asked if CATS has considered some way to relieve the overcrowding on route 7. Ms. White stated CATS will monitor the ridership on route 7 and make adjustments if needed.

Mr. Niday wondered if CATS has considered a reduced fare for the uptown business area. Mr. Kopf explained CATS has considered reduced fares in the central business area years ago but CATS believes ridership will be loss because of the construction affecting the timeliness and convenience.

Mr. Kopf explained a farebox on the trolley is possible but CATS feels ridership will probably be lost during construction and also the Trolley is one of the most costly vehicles in terms of maintenance.

Mr. Horstman asked if there have been public meetings on the Gold Rush discontinuation. Ms. White stated there have been three public meetings about the Gold Rush continuation.

Mr. Warner reminded that with all service discontinuations there are gains and losses.

Mr. Niday wondered if there had been an analysis of student impacted by the discontinuation of Gold Rush. Ms. White explained analysis was not specifically gear towards students but there are about 3.4% that are student riders.

Mr. Cosentine wondered how long it would be before Streetcar phase 2 will be running. Mr. Kopf stated phase 2 is set for 2019 and the new vehicles will have a fare then.

The committee voted and approved to recommend to MTC the Gold Rush discontinuation as written.

#### **IV. Information Items:**

##### **A. Gateway Multimodal Center Project**

Tina Votaw CATS Development gave an update on the Charlotte Gateway Station (CGS) project reminding the committee the project will provide a new much-needed Amtrak station near uptown along new tracks that separate freight and passenger tracks. The project will create high-quality connections between multiple modes of transportation including Amtrak rail service, local and express bus service and intercity bus service through an anticipated partnership with Greyhound and CityLYNX Gold Line Streetcar service. In addition, the CGS project establishes a new activity center with Transit Oriented Development (TOD) serving a wide range of land development needs. CATS applied for a federal Transportation Investment Generating Economic Recovery (TIGER) grant to pay the entire estimated construction cost of \$114 million. However, the TIGER grant awarded was for \$25 million, necessitating a phased approach for the project. The

first two phases are for track and signals and the Amtrak rail platform and supporting infrastructure. Funding for these phases of the CGS project is drawn from federal, state and local funds. CATS and the City are in negotiations with Greyhound to purchase their existing property and develop the design for their space in the new station building. Staff has identified the rest of the funding and negotiated the Municipal Agreement with the Charlotte City Council and the Framework Agreement. With these two agreements signed, the project will be ready for signature by the Federal Railroad Administration (FRA) by September 2017. Stakeholder agreements with Norfolk Southern are under development. Utility relocation is anticipated for early 2018. Station and TOD Requests for Proposal are anticipated for spring 2018. The project is currently on schedule.

Mr. Horstman asked if the new tracks separating the freight & passenger lines is a good thing for Norfolk Southern. Ms. Votaw stated yes.

Mr. Lansdell asked when the regional project comes out of the STI Ms. Votaw stated it does. Mr. Lansdell wondered if CATS will have to go back to that same funding. Ms. Votaw stated CATS will not use this funding again for phase I but are thinking about it for phase II.

Mr. Lansdell stated with the state and federal funding for the STI at 90% in August will the project be shovel ready then. Ms. Votaw stated not at this time.

Mr. Horstman wondered if the CTC and the new transit center are the same. Ms. Votaw stated the new building is smaller in scale than the current CTC.

Mr. Maloy asked what the GAP with Grey Hound is. Ms. Votaw explained the project will pay for their property and one would expect that they would reinvest in the property but they have no ability to reinvest. Grey Hound wants to have a dedicated building and dedicated bays at CATS expense and CATS says not going to happen. CATS' wants them to be part of this project and they may at a different configuration.

Mr. Warner wanted clarification about the costs. Ms. Votaw stated Phase I is 90 million dollars and Phase II is 100 million dollars or more.

## **B. Outreach Efforts**

There was no outreach efforts reported.

## **V. Service Issues**

Mr. Horstman asked how long the construction on Third Street will be as people have to walk over to Trade Street to get the bus. Mr. Kopf stated he does not have any timeline on the construction but assumes a year.

## **VI. Chairman's Report**

Mr. Lansdell reported the May MTC meeting was lightly attended, there were no action items. The same Gateway presentation as TSAC was given, Mr. Kopf gave the update on the Bus/Rail Integration and there was a brief report on the State Safety Oversight Program on the new contract with Charlotte Area Transit System to help audit and identify safety issues that occur so they can manage the safety audits and solutions within the state & local agencies.

## **VII. Manager of Operation Report**

Mr. Kopf told the committee that McDonald Transit contracted Company was making some changes; Kirk Scott current General Manager and Tom Reynolds current Assistant Manager were both leaving to take on new assignments. The new contracted General Manager of BOD will be Mr. Tony Johnson and the new Assistant Manager will be Reggie Arrington. Mr. Kopf continued saying Taste of Charlotte is going on so there are detours for buses. Also CATS has started testing railcars along the BLE. And the NCPTA is going on in Concord, NC.

***Next TSAC MEETING: THURSDAY JULY 13, 2017***